

IN THE SPECIFICATION:

Please amend the specification of the subject application as follows:

Page 1, please amend the first paragraph as follows:

Related Applications

A2 This application is a continuation-in-part of U.S. Application No. 09/728946 entitled "Motorhome With Increased Interior Height" filed December 1, 2000 and claims the benefit of U.S. Provisional Application No. 60/318,136 filed September 7, 2001 entitled "Motorhome HVAC System".

Page 3, please amend the seventh paragraph as follows:

A3 [0007] The chassis of a motorhome is typically constructed on a steel ladder frame chassis. The chassis is a partially complete vehicle and is generally procured from a manufacturer such as or FORD MOTOR COMPANY. The chassis typically consists of two parallel frame rails extending the length of the chassis and interconnected with several perpendicular cross-braces to form a ladder frame. An engine, transmission, and fuel tank(s) are generally placed between the frame rails near one end. Suspension, steering, brake, and road wheel assemblies are attached outboard of the frame rails.

Page 5, please amend the fifteenth paragraph as follows:

A4 [0015] The aforementioned needs are satisfied by the present invention, which in one aspect is a heating, ventilation, and air-conditioning (HVAC) system for a motorhome having an interior living area enclosed by interconnected coach panels, the HVAC system comprising a furnace unit, an air-conditioning unit wherein the furnace and the air-conditioning units are adapted to be positioned below the interior living area of the motorhome, and a single air intake directing air from the interior living area to the furnace and the air-conditioning units.

Page 7, please amended the twenty-second paragraph as follows:

Q5 [0022] The vehicle frame 100 further facilitates routing of a heating, ventilation, and air conditioning (HVAC) system 110 below the beltline of the frame 100 so as to avoid intrusion of the HVAC system 110 into the interior living space of the motorhome 104 to further enable increased interior ceiling height of the motorhome 104 employing the vehicle frame 100. The HVAC system 110 comprises a furnace 164 and air conditioning unit 162 including evaporator, condenser, and compressor. These relatively heavy portions of the HVAC system 110 are installed below the beltline of the frame 100 thereby maintaining a lower center of gravity (c.g.) than other designs.

Page 8, please amend the twenty-eighth paragraph to read as follows:

Q6 [0028] The HVAC system 110 in this embodiment comprises the air conditioning unit 162, the furnace 164, a manifold 166, a duct 170, at least one register 172, an intake 171, and a filter 173 as illustrated in Figure 1. The single (common) intake 171 (shown in section view in Figures 1 and 3) commonly directs air from the interior of the motorhome 104 to both the air conditioning unit 162 and the furnace 164. The filter 173 is positioned within the intake 171 and filters the air entering the HVAC system 110. The air conditioning unit 162 receives air from the interior of the motorhome 104 via the intake and cools this filtered incoming air and directs the cool air into the interior of the motorhome 104 via the manifold 166, duct 170 and register(s) 172. The furnace 164 warms incoming air and directs the warm air into the interior of the motorhome 104 also via the manifold 166, duct 170 and register(s) 172. The air-conditioning unit 162, furnace 164, and filter 173 are commercially available and the selection of an appropriate model of air-conditioning unit 162, furnace 164, and filter 173 is expected to vary depending on the size of and amount of insulation provided for a particular embodiment of motorhome 104.

Page 9, please amend the thirtieth paragraph to read as follows:

Q7 [0030] The common intake 171 is advantageously formed on two sides by interior paneling that serves both to direct the air inside the intake 171 and also provide interior trim in the interior of the motorhome 104. The other two sides of the intake 171 are formed by interior surfaces of the coach in a corner of the motorhome 104. Thus, the intake 171 is substantially

07 defined by body structure of the motorhome 104 that simultaneously serves other structural or aesthetic functions thereby reducing material redundancy and effecting weight and material savings for the motorhome 104. In addition, by directing air to both the air-conditioning unit 162 and the furnace 164, the common intake 171 of this embodiment, obviates the need for the separate air intakes for the A/C unit and the furnace of other known designs.

Page 10, please amend the thirty-second paragraph to read as follows:

08 [0032] The HVAC system 110, of this embodiment, is located within or below the plane of the chassis 102. Positioning the air conditioning unit 162 and the furnace 164, which are both relatively heavy items, within or below the plane of the chassis 102 further lowers the center of gravity of the motorhome 104 to thereby improve the road handling of the motorhome 104. The placement of the HVAC system 110 of this embodiment also distances the duct 170 and registers 172 from the coach roof 140. Other known motorhome designs route HVAC ducting adjacent the roof of the vehicle which exposes the cool air to thermal heating from sunlight incident on the roof of the vehicle. In the motorhome 104 of this embodiment, the duct 170, register 172, and air conditioning unit 162 are shaded from incident sunlight by the motorhome 104. Thus, the HVAC system 110 can more efficiently provide cool air to the interior of the motorhome 104. This improves the occupant's comfort in hot weather and reduces fuel costs for powering the HVAC system 110.
